

The Company have opened a shop in the NEW MARKET, CAIRO, Nos. 39 & 40, where the goods imported by them can be inspected and purchased.



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11-1-905

THE BRITISH  
AERATED & MINERAL  
WATER  
MANUFACTORY,  
Soda Water, Lemonade, Ginger Ale, Ginger Beer, Tonic Water,  
Fomegranade, Orangeade, Pineapple, Champagne Cider, etc., etc.  
Water guaranteed by GUINNESS'S PATENT (PATENTED IN ENGLAND).  
Inventor of WHISKY & BODA and BRANDY & BODA, bottled ready for use.

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Depot for Prince Metternich's "Richardstag" Cider  
Great assortment of Wines, Spirits, Liqueurs, of the finest Brands, etc.  
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AND

## PROSPECTING COMPANY.

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(OPPOSITE IMPERIAL OTTOMAN BANK).

- I.—Installation of complete Water supplies for drinking, agricultural, and industrial purposes by means of artesian wells.
- II.—Deep borings for prospecting purposes in all conditions of soil.

WATER SUPPLY INSTALLATIONS HAVE ALREADY BEEN SUCCESSFULLY  
Abd-el-Magid at Abd Bay, Choubra-el-Khays, 4,000 cubic metres per day.  
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Boussard des Pyramides, Cairo: 100 cubic metres per day.  
Société des Mines d'Égypte, Taba: 4,000 cubic metres per day.  
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et il lui en grande Caba et Hôtel Égypte.

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Ideal Spring and Summer Resort. Beautiful  
promenades and mountain excursions.

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1st Class Hotel, enlarged lately with an ex-  
tensive palatial addition with every modern  
comfort.  
Famous System Handicaps. Illustrated  
published on Innsbruck from proprietor.

CARL LANDSEE.

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COMPRISING AN  
Exquisite and Extensive Selection of Solid Silver & Plated Articles  
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VINTAGE WINES.  
PROVISIONS, CONFECTIONERY AND TABLE DELICACIES,  
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First Class Palace Hotel with every modern convenience.  
Delicious Situation on the Beach.  
Lovely Garden. Lawn Tennis. Electric Light. Sea Baths. Own Springs. Perfect military arrangements.  
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Havana such as Henry Clay, Book  
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Manilla, Hamburg, and Holland "Cubans  
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Smoking Tobaccos. Articles for smokers.  
Finest Egyptian Cigars, Cigars, etc.  
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HAVANA HOTELS

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MAKES THE SWEETEST BREAD,  
Scones, Cakes, Flour Puddings,  
and Pastry.

It is Baked in Tins or Bottles, and will keep for years in perfect condition.

Supplied by Bakers and Grocers in Cairo & Alexandria. Manufactured by Bakers, New, London.

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CAIRO

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certaines affections très répandues peuvent être parfaitement guéries  
avec ce remède, le meilleur au monde.



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Toux, rhumes, toutes affections de la gorge et des  
poumons (telles que phthisie, bronchite, catarrhe,  
fluxion de poitrine) et autres maladies des voies  
respiratoires sont de suite enravées, soulagées et  
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particulièrement à la phthisie en ses premiers  
degrés. Allez chez le pharmacien et achetez

## L'ÉMULSION SCOTT

si l'un des membres de votre famille est souffrant. L'émulsion  
Scott chassera la maladie et ramènera la joie en votre foyer.

En vente chez tous les pharmaciens et droguistes.

# DAILY WEATHER REPORT

OBSERVATIONS BY SURVEY DEPARTMENT.

ALEXANDRIA.

Direction of wind. N.W.  
Force of wind. 1 to 3  
State of sky. Partly cloudy  
Temperature in the shade. 74.5  
"on the ground." 74.5  
"at the surface." 74.5  
"at the bottom." 74.5

OTHER STATIONS.

For the 24 hours ending 9 a.m. Yesterday.

Direction. Force. Temp. Wind. State of sky.

Port Said. 25 15 Breeze 25 17  
Suez. 27 14 Breeze 27 14  
H. Helwan. 25 13 Breeze 25 13  
C. Helwan. 25 13 Breeze 25 13  
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# THE EGYPTIAN GAZETTE.

Subscriptions.—Alexandria, Cairo, and the Interior of Egypt (including delivery in Alexandria or postage to subscriber's address) P.T. 2514 per annum. P.T. 1116 for six months. P.T. 50 for three months. To other countries in the Postal Union P.T. 375 (\$2.16) per annum. Six months P.T. 185 (\$1.85), three months P.T. 92 (\$0.19).

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London Office: 26, New Broad-street, E.C.

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(SALES OFFICE: 27, CANNON STREET, E.C.)

The Egyptian Gazette

As English daily newspaper, established in 1880.

Editor & Manager: R. SNELLING.

Price: One Piastre Tariff.

FRIDAY, APRIL 7, 1905.

THE RISING SUN.

Now that the war in the East is running to its close, we are finding time to think about it. The victories of Japan, and the successes of this nation in peace and war, have disturbed our conception of things. We have to revise our outlook on the world, and recast our angle of vision. Ideas which have been traditional for centuries have been rudely shaken. It is long indeed since the nations of the Teutonic and Celtic and Latin stocks have had even to find the possibility of rivalry on this planet. We were free to quarrel among ourselves, secure in the conviction that the "inferior races" could play no more than the part of interested spectators. That they should take a hand in the game seemed almost as unusual as it must have been to Gulliver when he reached a land where the men drew the carriage and the horses sat inside.

For centuries the East has been falling back before the West. Civilisation, in our hazy conception, has had a special and limited meaning. Even Strabo, that catholic and comprehensive historian, thought that the only people whose annals were really worth studying, were those northern ones which had graced the ethos of Christianity on the culture of Greece and the jurisprudence of Rome. This, until the other day, was the orthodox theory of human progress. Liberty, law, education, discovery, all the things of which we are proud, are supposed to trace back

ultimately to the union above mentioned. Without them there could be no civilisation; only a certain mechanical proficiency in material arts, like the decorative work of the Arabs, or some mere fighting instinct, such as that of the Turks or the Mongols. In war or peace the East could never be more than second best, childish, barbaric.

But the events of the past fourteen months give us pause. Here we have to do with a people which has not and never has been, Christianised, Europeanised, or Hellenised, and which, apparently, has in its veins no single drop of the white man's blood. And this people has only set itself to the business to show that in most of the things which we regard as the peculiar products of our European civilisation, its rival is the best of us. We have grown up in the belief that in this rather vague matter of warfare no Asiatic or Oriental race could really hold its own with Europeans. We know now that this axiom requires to be modified. But the Japanese seem clearly other qualities besides those of the soldier. Does civilisation mean a high intellectual culture, the deepest feeling for art and beauty, the gift of organisation, the love of order, decorum, discipline, and justice? All these qualities and aptitudes the Japanese seem to possess. It was startling for our critics to find that these distant islands had mastered the secrets of colour and workmanship. The show of Japanese objects at the first French Exhibition left upon our artists an impression which is not likely to be effaced. If there had been no Japan, we would have been no Whistler.

It is, however, on the ethical side that this revelation from the Far East is most striking. We of Europe and America have always been quick to comfort ourselves with the thought



## THE WAR.

## RUSSIAN ATTACK REPULSED.

TOKYO, April 6.  
 Oyam reports that the Japanese have now advanced 40 miles along the Tieling-Kirin road. Three Russian columns of all arms attacked Chieuchien, to the west of the railway, during the afternoon of the 2nd inst. They approached within 400 metres. The Russians were repulsed in the evening. Their losses are estimated at 200. The Japanese lost 25 men.

(Reuters.)

## AUSTRIAN ATTACHE FOUND SAFE.

VIENNA, April 6.  
 The Austrian Attaché, Count Schepkitzky, for whom the Japanese were vainly seeking, has been found safe with General Rannenkamp's army.

(Reuters.)

## PLOT AGAINST THE TSAR.

## MAN ARRESTED AT TSARSKO SELO.

St. Petersburg, April 6.  
 It is reported here that a man, disguised as a colporteur of Cossacks, entered the Palace at Tsarsko Selo on Monday during the reception of officers. He was arrested. Two small bombs were found on him.

(Reuters.)

## RUSSIAN PROCUATOR RESIGNS.

## PATRIARCH TO BE ELECTED.

St. Petersburg, April 5.  
 M. Folieodonoff, the reactionary Procurator of the Holy Synod, resigns. The Patriarch will be elected as head of the Church. This step is the outcome of the new reforming tendencies in the Church.

(Reuters.)

## GERMANY AND MOROCCO.

## THE "OPEN DOOR."

BERLIN, April 6.  
 It is understood in well-informed circles that Germany desires to settle the Moroccan question by means of an international conference.

(Reuters.)

## WASHINGTON, April 6.

The German Ambassador here called at the War Department, and left a memorandum with Mr. Taft stating that Germany will stand out for the "open door" in Morocco as well as in the Far East, and for the preservation of the "status quo" and the safeguarding of the commercial relations of all nations. France was not mentioned in the memorandum. The latter has been communicated to President Roosevelt.

## BRUSSELS, April 6.

The German Minister at Tangier has been recalled. Doctor Rosen, the negotiator of the recent treaty with Abyssinia, has been appointed to his successor.

(Reuters.)

## KAISER AT NAPLES.

## TOAST WITH KING VICTOR.

## ROME, April 6.

King Emmanuel paid a visit and lunched with the Emperor William on board the "Hohenhausen." Signor Tiboni and the German Ambassador were present. The Kaiser is returning the visit on board an Italian warship.

(Reuters.)

## NAPLES, April 6.

King Victor Emmanuel and Emperor William toasted their friendship and the cause of peace based on the alliance.

(Havas.)

## MACEDONIAN OUTRAGES.

## BRITISH PROTEST TO THE PORTS.

## CONSTANTINOPLE, April 6.

Sir N. R. O'Connor, the British Ambassador, has been seriously protested to by the Porte against the outrages committed by soldiers and Musliman villagers in Macedonia upon Bulgarians. He also protests against the destruction of the village of Zerri, where 34 corpses were found among the ruins.

(Reuters.)

## GOVERNMENT DEFEAT AT BRIGHTON.

## OPPOSITION'S WILDEST ENTHUSIASM.

## LONDON, April 6.

In the bye-election at Brighton, Mr. Villiers, Liberal, obtained 3,299 votes against 1,792 votes polled by Mr. Loder, Conservative. The result was received in the House of Commons with the wildest enthusiasm on the part of the Opposition. At the conclusion of the sitting, Mr. Lloyd-George and others demanded a dissolution, declaring that the election was an expression of the country's disgust with the Government. Mr. Balfour's absence was criticised.

(Reuters.)

## THE INDIAN EARTHQUAKE.

## BOMBAY, April 6.

The mortality at Lahore is estimated to be 50 and 100, all natives, although almost every house was damaged.

(Reuters.)

## THE KING IN FRANCE.

## REAFFIRMATION OF THE ENTENTE.

PARIS, April 6.  
 His Majesty the King of England has started for Marseilles.  
 President Loubet met King Edward's train at Pierrefitte and accompanied his Majesty there. They greeted each other quite in an informal manner like two personal friends. Although the meeting was mooted prior to the Emperor William's visit to Tangier, it is regarded everywhere as an unmistakable reaffirmation of the "entente" with special reference to Germany's intervention in Morocco.

(Reuters.)

## PARIS, April 6.

M. Loubet got into the train at Pierrefitte station and accompanied King Edward as far as Paris. The interview was very cordial. The police discovered some military uniforms and rifles. It is believed there is a plot.

(Havas.)

## LOCAL AND GENERAL.

## THE BRITISH MAIL WILL CLOSE AT THE G.P.O., ALEXANDRIA, AT 8.30 A.M. ON SATURDAY.

QUARANTINE INSTITUTIONS, as against plague, are now applied in Egyptian ports to arrivals from Newcastle (New South Wales).

## SUEZ CANAL.—A vessel passed through the Canal on the 4th inst. 3 of which were British, 2 German, 1 Italian, 1 Dutch, 1 Russian, 1 Turkish. The receipts were £207,840.95, making the total from the 1st inst. £1,365,203.43.

## BRITISH RECREATION CLUB.—We understand that yesterday the Government gave the Cairo British Recreation Club written notice to end back their ground within six months. The Government was only bound to give two months' notice.

## ARMY OF OCCUPATION.—After all the talk and commotion about the reduction of the Army of Occupation in Egypt, it may surprise our readers to learn that the total reduction up to date amounts to about three hundred officers and men.

## MIXED APPEAL COURT.—The case of the heirs of the late Advocate Rossetti v. Omar Bey Sulthan and N. N. Sulplini will be heard on the 12th inst., before the Mixed Appeal Court. Maître Carton de Wiart will appear for the heirs and Maître Lusens and Fornario for the defendants.

## E.T.C. RATES.—This morning, the negotiations between Sir John Denison Pender and the Egyptian Government in regard to the reduction of the cable rates to England were resumed. Sir John paid a brief visit to Alexandria yesterday, returning to Cairo in the evening.

## FAYOUM RAILWAY.—The local tribunal of Medinet el-Fayoum has sentenced the station master of the Fayoum Light Railway Company to four months' imprisonment for stealing goods from merchants who had sent merchandise to the station. The case brought by Mr. Davison against the company has been postponed.

## CHARITY FETE.—The annual charity fete in aid of the Conference de Saint Vincent de Paul (house-to-house visitation of the poor) will take place to-morrow at 8.30 p.m. at the Jesuit Chapel. The sermon will be preached by the Rev. Father Louis Poertry, S.J., and the collection will be made by Messrs. Pierre Girard and Ernest Brame.

## SAYED EL-SADAT'S HOUSEHOLD.—The recent developments in the family affairs of Sayed el-Sadat have caused a great deal of talk in native circles in Cairo. Not only Sofia Hassen, whose marriage with Sheikh Ali Yousef was announced last year, and her mother, but another wife of el-Sadat and her daughter have taken refuge at the house of the Princess Nahi Hassen.

## SUMMER LEAVE.—Those who are contemplating a journey home this summer should not fail to visit the railways company offered to residents by the Orient-Pacific Line. Between May and October the following reduced fares will be in force.—First class, Port Said to Tilbury, £16 10s. 6d.; Port Said to Marseilles, £12 12s. 6d.; Port Said to London, £3 9s. 6d. These reduced fares are also subject to the usual rebate for passengers returning on the line.

## GABRIEL CHURCH OF ST. GEORGE, MONTENEGRO.—The Right Rev. Bishop Morley, D.D., Ambassador of the Church of England in Egypt, will preach at the parade service at 11 a.m. on Sunday next, 9th inst., and after the service will administer the rite of Confirmation. There will be a full choral service, and the string band of the 2nd Royal Berkshire Regiment, supplemented by the organ. The collection will be given to the New Organ Fund. Visitors will be cordially welcomed. There will be crossing and return at 2.30 p.m., when "The Story of the Cross" will be sung.

## THE ASSOUTAN DAM SAFE?

## A PLEA FOR OBSERVATION AND DELAY.

## THE NILE DAM AND ITS TASK.

The question of raising the Nile dam at Assoutan is keenly exercising the professional mind. Engineers, more especially those who have had experience of large water schemes, are divided as to whether or not the present barrage ought to be faced with extra work, and it is reassuring to find a voice raised here and there on the side of prudence and delay. We have interviewed Mr. Erving Matheson, a well-known member of the Institution of Civil Engineers, and while expressing confidence in the sound experience of the chief experts in this branch of the profession—men like Messrs. Mansergh, Hawley, and Bateman—he said Sir Benjamin Baker would be well advised to lengthen the period of observations before the present structure of the dam was added to in any way.

## THE OVERWHELMING RISKS.

"Everything depends upon the margin of safety," said our informant, "and it must have entered into the minds of the designers that the dam might be raised or thickened later on, and it remained then to see that the dovetailing of the rock foundations were sufficient for any increase in superimposed weight. Personally, I should advise waiting for another year or two, at least, before considering additions involving perhaps half the cost to the square inch of surface. The advantage to be gained are dwarfed into insignificance compared with the awful extent of the danger incurred."—"The Pall Mall Gazette."

## THE GENERAL ASSEMBLY.

The following were the suggestions addressed to the Government by the members of the General Assembly:

1. For the creation of a Municipality at Cairo, by Sheikh el-Demerdashi.
2. For the construction of a railroad from Nag Hamadi to Edfo, the conversion of the Ramses Canal to a Suez canal, and the construction of an agricultural road from Abu Shoukha to Bosh.
3. For the reform of teaching in the kuttab.
4. For the construction of drains in Cairo and the modification of Article 18 in the statutes referring to the General Assembly, by Sheikh Ali Yousef.
5. For the reform of irrigation in Upper Egypt, by Selim Bey Makhom, Selim Bey Tawfik, Kamel Bey Koraishi, and Diab Bey Abu Selim.
6. Establishment of a "Kantara" in the Damietta mouth of the Nile instead of building up a solid every year.

## A. S. O.

The race course will be open for galloping to-morrow morning from 6 to 9 o'clock.

## GREEK INDEPENDENCE DAY.—At 10 o'clock this morning a Te Deum Mass was celebrated at the Greek Orthodox Cathedral, Alexandria.

Mr. Scutcliffe and the personnel of the Hellenic Consulate were present in full uniform and the President of the Community, Mr. Benachis, the President of the Hellenic colony were present, including Mr. Em. M. Sinadino, Salvago, Zervadakis, Dr. Valassopoulos, etc.

The ceremony ended with an appropriate sermon by the Patriarch Photios. The band and then marched to the Consulate, where a reception was held.

## LATE ARCHBISHOP BONFILLI.

## INAUGURATION OF MONUMENT.

The tolling of the funeral bell at St. Catherine's Cathedral last night announced that during the day the late Archbishop Bonfilli, a special service was held at the Cathedral. Pietro Maggi's requiem mass being sung by the brothers of the Christian Schools, Archbishop Brante officiating. All the clerical members of the city were represented, and grouped round the high altar were H. K. Brante, the Governor, several of the consuls, headed by the French Consul, etc.

The service was of the most impressive character, and the large congregation, it could be seen, was deeply affected. The splendid choir, and especially the organ, lent a supreme pathos. At the close of the service the celebrant, attended by his clergy, left the altar preceded by the crucifix and acolytes, and went towards the catafalque for the absolution, the time the Christian Brothers sang *Litany*.

This ceremony over the Archbishop went to St. Mark's chapel, where the mortal remains of the late Archbishop Bonfilli are laid, and where a monument to his memory has been erected. Mr. Moriconde, president of the memorial visitors at Assoutan, addressed the Archbishop in Italian, bearing reference to the memorial to his lordship's care. Archbishop Brante replied, thanking the committee for their beautiful gift to the church, which would always preserve the most tender and reverent memory.

The parchment containing a record of the ceremony and the names of the clergy connected with the obituary, was then signed by the consuls present and read by the Pro-Vicar General Amadio Amato, to whose initiative and untiring efforts the erection of the monument is mainly due, and who deserves the thanks of the Catholic community.

## THE FACTORS OF DESTRUCTION.

"The two main considerations in the proper working of a kind are the rush of water and the height—the force being a technical expression for the hydrostatic pressure. It is the rush of water which creates what we call the 'wound,' or attrition along the conduits or subterranean passages; and it was with a view to preserve them that, in the design, the water was paved for a certain portion. Sir Benjamin Baker's reason was to report on the working out of these calculations, and as a result this pavement is to be extended. But it will be a matter for the most anxious consideration before the dam is raised, as projected, merely to increase the area of irrigation, but it will be a matter for another year or two, and estimate wear and tear upon the present construction."

"Are there any precedents?" we asked.

"Yes, of one kind or another," was the reply, "and the experience in this class of work among British engineers of over half a century, as well as in work under British supervision, furnishes us against any novel theories or experiments. There have been just sufficient failures to bring them up to the mark, and in the construction of masonry dams no possible precaution is now neglected. In the case of the dam now under construction at Leeds, the volume of water is not to be compared with that of the Nile."

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## EGYPTIAN MARKETS.

## REPORT FOR THE YEAR.

The directors of the company in their report for the year ended 31st December, 1904 state that for the whole of the year all the markets have, by order of the Government, been closed to traffic in consequence of the cattle plague. The gross receipts of the company for the year were—From cattle markets, £16,104; general markets, £3,188; abattoirs, £292,201; total, £301,493; which, together with sundry receipts, make a grand total of £305,681. This gives an average per market per week of £214. 7d. for cattle markets (including abattoirs) and of £2 9s. 3d. for general markets. Total £4 8s. 10d. Considerable further economies have been effected during the year in the working of the markets. The total cost of which has been reduced to £16,035, or £2,457 less than in 1903. In consideration of the heavy losses sustained by the company by the closing of the cattle markets, the directors have agreed to forego their fees for the year under review to the extent of £1,263.

The directors are gratified to report that the Egyptian Government was in 1904 pleased to grant a ten years' extension of the concession, as some compensation for the losses sustained by the company in consequence of the closure of the markets. In consequence of the extension of the Government concession, a revision of the sinking fund for the redemption of the share capital has been effected, which, in future years will result in a saving to the company of £1,139 per annum, with effect from the 17th November, 1904. Under the old arrangement the interest per annum upon the debentures of the company and the share capital sinking fund the combined amounting to £7,444.

Under the revised arrangement they will amount to £6,251, effecting a saving of £1,193. After meeting charges for administration and working, the net revenue for the year from all sources amounts to £10,567. 0s. 11d., which, together with the balance of £3,014. 11d. brought forward from 1903, makes a total of £13,581. 11s. 11d. to be dealt with. After payment of the annual premium for the amortisation of share and debenture capital, £2,028 2s. 7d., and debenture interest, £4,459 11s. 4d., a balance of £6,944 12s. 2d. remains for disposal. Having regard to the most careful consideration of the fact that the best season of 1905 has already been lost, not to recommend the payment of a dividend until the re-opening of the cattle market has been authorised by the Government. The abstention continues to show activity and progressive results. The company's share of the net earnings from this source amounted to £292 12s. 6d. The total number now opened is fifteen and Government proposals would enable during 1905, of which five are under construction.

As in the previous year, the directors and staff have done everything in their power to assist the efforts of Government during the year 1904 to entirely eradicate the cattle plague from Egypt. The recognition by Government of the extent of the concession, of the losses sustained by the company, it fully appreciated, but the directors, in view of the length of time the markets have been closed, still hope that further considerations will be granted. The directors wish to draw the attention of the proprietors to the fact that, notwithstanding the serious losses incurred by the closing of the markets, it has been possible, by the utmost economy and by abandoning their fees and those of the trustees, to meet all working and other expenses. A good deal of time has been in the way of negotiations towards the re-opening of the cattle market. It is considered opportune to press the conclusion of contracts until the cattle markets are reopened. The directors report the resignation of Lieut.-Col. L.R. Marryat, R.R., from the Board. Major W.L. Le Breton has been elected in his place. The directors, in view of the articles of association, two directors of the company, Major W.L. Le Breton and Mr. W. O. Joseph, retired at this meeting and, being eligible, offer themselves for re-election.

## THE SUCREBES COMPANY.

In our issue of the 4th inst., we stated that the Sucreries Company had decided to pay a dividend of 15% for the year 1904-1905, £5, already paid as interim dividend and 5% after the general meeting of 12th inst. Our Cairo Correspondent writes to testify this information. It appears from his interview with one of the directors of the company that the board intends to propose to the next general meeting a dividend of 20% of which 5% will be paid on October 31st. The balance to be distributed on April 30 will be 15%, as is likely, the shareholders adopt the proposition of their board.

## IT IS TO BE NOTED THAT THE FINANCIAL YEAR 1905-1906

was closed before the present rise in the price of sugar, and that it had to defy the exceptional expenditure arising from the taking over by this company of the old Delta sugar factories. The current year will therefore reap the profit from the rise in sugar and the increase in the production consequent on the purchase of the Delta factories.

## STRAMER MOVEMENTS.

The Messageries Maritimes "S.S. Congo" arrived at Marseilles from Alexandria on Wednesday morning.

The Moss Line "Moss" sailed yesterday afternoon for Liverpool, via Malta, with passengers, mail, and general cargo, including 2,700 bales cotton.

## PERSONAL AND SOCIAL.

## Princess Nash Hassen and Prince Kamil

Princess Nash Hassen and Prince Kamil Pasha left Alexandria yesterday for the Florio-Rubino S.S. "Teba."

## Herr von Mohl, German Commissioner of the Public Debt, has left Cairo for Luxor

accompanied by Miss von Mohl and Mr. Waldemar von Mohl.

## The marriage of Mahmood Bey, son of Mahmood Pasha Soliman, with the daughter of Idris Bey Taghlab will be celebrated in Cairo shortly.

## A banquet is to be given at Shephard's Hotel this evening by the councillors of the Native Court of Appeal in honor of Mr. Oghlan, their ex-colleagues, on the occasion of his appointment as judge of the Mixed Courts at Cairo.

## Major L'Estrange Johnston will leave on the 16th inst. for England.

## Sir Benjamin Baker, who was sixty-five years of age last week, once planned, long before the recent agitation, an alternative canal to the Suez, inspired thereby by the Khedive Ismail, who desired to restore to Alexandria some of the former prosperity, and asked the great engineer to plan a canal from this port to Cairo, and thence to the Red Sea. Sir Benjamin did so, and it would cost two millions or more, and Ismail abandoned his dream.

## Dr. and Mrs. F. W. Saunders have arrived at the Gheir Palace Hotel from Luxor.

## Mr. W. Wilfred Cawley, assistant commissioner of the State Domain Administration, and Mrs. Cawley are leaving to-day for England.

## Rev. W. Dickins, A.W.C.F., is leaving by the S.S. "Nigeria" to-day, after a few months' leave of absence, and will be replaced as officiating Wesleyan chaplain to the Forces by the Rev. W. Frost, Ibrahimi.

## The Khedive has conferred the rank of Mirza on Hussein Bey Chahin and Seifullah Bey.

## DOGS IN TRAINS.

A Zeiloon correspondent writes—

May I be allowed through the medium of your columns to draw the attention of the Railway authorities to a state of affairs which has been, and still is, an intolerable nuisance as well as a sanitary danger, viz. the presence of dogs in the first-class carriages on the Port Limon-Margi railway—dogs, moreover, not merely lying on the floor, but reclining on the seats. Even a clean and healthy dog is objectionable in a railway carriage, how much more so an angry, dirty, mangy and densely populated dog, which are constantly seen on the line in question!

In any civilised country this would not be allowed, as there, the health and comfort of the passengers are the first consideration of the Railway authorities, who do not seem to be the case on this particular branch of the Egyptian State Railway. I feel sure, however, that this matter has only to be brought to the notice of the responsible Railway officials for them to take the necessary steps to put a stop to this reprehensible practice.

## BULLETIN DE LA BOURSE.

(Aujourd'hui et mardi et demain)









## EXPORT MANIFESTS

Pour MESSINE et GENES, par le bateau  
ital. "Messini", parti le 25 mars :  
POUR DESTINATIONS DIVERSES  
Divers, 26 colis divers  
POUR NAPLES  
Vasdeki fr., 50 caques tomates  
P. P. Bhagari, 84 caques tomates  
Vasdeki fr., 150 sacs oignons  
Pili di Martino, 50 caques tomates  
Pili, 170 caques tomates  
Divers, 41 colis divers  
POUR GENES  
A. Hess & Co., 2,833 sacs cigares  
A. Hess & Co., 400 sacs cigares  
S. D. Artistic, 31 colis effets de théâtre  
M. L. Garaso, 78 balles gomme  
P. Debba, 50 sacs oignons  
Cook & Son, 6 cais curiosités  
Wardell & Co., 6 sacs gomme  
Divers, 8 colis divers  
Mohr & Renda, 106 balles coton  
G. Frauger & Co., 254 " "  
J. Planta & Co., 100 " "  
R. & O. Lindemann, 162 " "  
Choremi, Benachi & Co., 80 " "  
Divers, 652 balles coton

Pour MARSEILLE, par le bateau franç.  
"Sérénité", parti le 24 mars :  
Sérénité, 81 cais sucre  
Zayan, 52 balles oignons, 115 balles zinc  
Gasser, 17 balles sacs vide  
Sic An. Le "Khative", 5 cais cigarettes  
Riedl, 16 cais sucre  
Syrigo, 10 paq. sacs vide  
J. Ross, 4 cais curies  
P. L. Rolin, 218 balles zinc  
Griva fr., 99 sacs gomme  
Boghar, 589 caques tomates  
Tredgill, 90 " "  
Dela, 140 " "  
Seisen, 300 sacs oignons  
Champagne, 1,600 " "  
Onofrio, 8,546 " "  
Groppi, 8,546 " "  
Scheller, 600 " "  
Eysand, 600 " "  
J. B. Thomas, 8,897 " "  
Divers, 76 colis divers  
P. C. Baines & Co., 320 balles coton  
Peel & Co., 32 " "  
Schmidt & Co., 31 " "  
G. Frauger & Co., 94 " "  
W. Getty & Co., 80 " "  
Choremi, Benachi & Co., 15 " "  
R. & O. Lindemann, 91 " "  
Divers, 613 balles coton

POUR LE HAYRE  
Griva fr., 90 sacs gomme  
Onofrio, 500 sacs oignons  
"Mecchi", 1 cais plumes  
POUR BORDEAUX  
Griva fr., 120 sacs gomme  
Hadjis & Co., 250 sacs oignons

Pour HULL, par le S.S. "Toro", sailed on the  
24th March :  
Behand & Co., 605 tons cotton seed  
Baker & Co., 1,451 " "  
S. Abonohana, 1,038 " "  
T. Ghingis & Co., 556 " "  
Baker & Co., 652 quarters beans  
Anglo-Egyptian Bank, 500 " "  
L. Onofrio, 500 bags onions  
Abd el Nour, 490 " "  
Moh. H. el Lari, 1,318 " "  
O. K. Cheikh, 2,441 " "  
A. Pasteri, 8,518 " "  
Ali Atalla, 988 " "  
G. D. Kaniakari, 1,751 " "  
Imah. Delf., 151 " "  
Aly Moh. Saleh, 800 " "  
G. M. Ades, 1,085 " "  
Abraham Abu Youssef, 1,142 " "  
Abdalla Abu Youssef, 170 " "  
P. C. Baines & Co., 100 balles cotton  
Various, 8 sundry packages

TRAMWAYS DU CAIRE  
(SERVICE DU MOUVEMENT)

Voici la liste des objets trouvés dans les  
voitures et dépendances des Tramways non  
reconnus et déposés en Bureau du trafic (au  
Gouvernement du Caire) du 1er Février au 31  
Mars 1905 :

- 1. Pairs Jumeaux de voyage.
- 1. Bague or avec pierre.
- 3. Bourses contenant de l'argent.
- 2. Livres anglais.
- Des contras divers.
- Des couvertures de lit.
- Des ceintures-mains.
- Des Coles.
- 1. Porte-monnaie.
- 2. Sacoches.
- 1. Livres Arabe.
- 1. Nœud de cravate.
- 1. Ceinture.
- 1. Montre d'homme.
- 1. Capote de soldat anglais.
- 2. Bas noirs.
- 1. Raquette de Lawn-tennis.
- 1. Chape.
- 1. Accordéon.
- 1. Galabieh soie.
- Des pièces d'effets neuves.
- Une paire de pantoufles dorées.
- 1. Paquet d'effets.
- 1. Paire de chaussures.
- Des objets divers.

25738-3-1

L'EGYPTIAN GAZETTE est en vente  
dans les rues du Caire tous les jours à  
7 h. 20, excepté les dimanches et jours fériés.  
Le journal est aussi en vente aux gares du  
Caire, d'Alexandrie, de Suez, de Port-Saïd,  
de Damiette et de El-Dokki. Prix  
du numéro du jour, 1 P.T.

## Allen, Alderson &amp; Co.

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SOLE & EXCLUSIVE AGENTS FOR  
Messrs. Ruston, Proctor & Co., Limited, Lincoln.  
Plant and Portable Steam and Oil Engines, etc.  
Messrs. Platt Brothers & Co., Limited, Oldham.  
Cotton Spinning Machinery.  
Messrs. John Fowler & Co., Limited, Leeds.  
Steam Ploughing Machinery and Sundries.  
The Central Cyclone Co., Limited, London.  
Grinding and Polishing Machinery.  
Messrs. Charles Cammell & Co., Ltd., of Sheffield.  
Steel Mills, Spinning, etc.  
Messrs. Merryweather & Sons, London.  
Steam and Marine Fire Engines.  
Messrs. F. Reddaway & Co., Ltd., Pendleton, Manchester.  
The Great Road Rolling Co., etc.  
Messrs. Ratner's Safes.  
The Nibelberg Rice Miller.  
Messrs. Greenwood & Batley Limited, Leeds.  
The Great Road Rolling Co., etc.  
Messrs. McCormick's Reapers & Mowers.  
Planet Junior Agricultural Implements.  
Messrs. OLYMER PLOUGH.  
Agent in Cairo: M. A. FATTUCCI.

## Thos. Cook &amp; Son (Egypt), Ltd.

ENGINEERS, BOULAC, CAIRO, ALEXANDRIA.  
MECHANICAL AND ELECTRICAL ENGINEERS, ALSO SHIPBUILDERS, &C., &C.  
All classes of engineering work and supply of stores undertaken.  
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SOLE AGENTS IN EGYPT FOR  
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Municipalité d'Alexandrie  
AVIS

La Municipalité d'Alexandrie désirent pour  
ses bureaux, un nombre de nouveaux stagnaires  
ne dépassant pas quatre pour le moment. Les  
conditions requises sont la connaissance des  
et parties des langues française et arabe, un  
certificat de bonne conduite et une santé nor-  
male. Les stagnaires serviront pendant six mois  
au maximum sans traitement et ne pourront  
ensuite s'ils ont donné satisfaction trois livres  
par mois jusqu'à ce qu'un poste dans les cadres  
viennent à devenir vacant.  
Les demandes pour ces postes seront admises  
jusqu'au 15 Avril 1906.  
Un avis ultérieur indiquera le jour et l'heure  
où les candidats auront lieu à la Municipalité  
parmi les postulants dont les demandes auront  
été acceptées.

L'Administrateur  
(Signé) W. P. CHATAWAY  
Alexandrie le 4 Avril 1905. 25713-3-2

## AVIS

La Municipalité met en adjudication la four-  
niture et repavage de 720 mètres cubes de  
chaix à la route de Montazah.

Le cautionnement est fixé à L.E. 30.  
Le cahier des charges est déposé au Bureau  
de la Voirie où il peut être consulté par les  
intéressés tous les jours de 9 h. à midi, les jours  
fériés exceptés.

Les offres devront être adressées sous pli  
cacheté à Monsieur l'Administrateur de la  
Municipalité avant le 11 courant.

Elles pourront également être déposées en  
séance de la Délégation le même jour à 5 h. p.m.  
L'enveloppe devra en outre porter la mention  
"Commission pour fourniture de Chaux".

Le cautionnement, ou le reçu d'une banque,  
d'après les conditions du cahier des charges,  
devra être remis séparément au Service de la  
Comptabilité Générale avant l'ouverture des  
offres et au plus tard le 11 courant à midi.

Toutte offre qui ne remplit pas les conditions  
ci-dessus sera écartée.

L'Administrateur  
(Signé) W. P. CHATAWAY  
Alexandrie, le 4 avril 1905. 25714-3-2

## AVIS

Les offres pour la démolition d'une maison  
dans la rue Constantin Siniadino, n'ayant pas  
donné de résultat la Municipalité remet ce  
travail en adjudication.

Le cautionnement est fixé à L.E. 10.  
Le cahier des charges est déposé au Bureau  
de la Voirie où il peut être consulté par les  
intéressés tous les jours de 9 h. à midi, les jours  
fériés exceptés.

Les offres devront être adressées sous pli  
cacheté à Monsieur l'Administrateur de la Mu-  
nicipalité avant le 11 avril 1906.

Elles pourront également être déposées en  
séance de la Délégation le même jour à 5 h. p.m.  
L'enveloppe devra en outre porter la mention  
"Commission pour démolition d'une  
maison".

Le cautionnement, ou le reçu d'une Banque,  
d'après les conditions du cahier des charges,  
devra être remis séparément au Service de la  
Comptabilité Générale avant l'ouverture des  
offres et au plus tard le 11 courant à midi.

Toutte offre qui ne remplit pas les conditions  
ci-dessus sera écartée.

L'Administrateur  
(Signé) W. P. CHATAWAY  
Alexandrie, le 3 avril 1905. 25703-3-1

## AVIS

La Municipalité met en adjudication les  
travaux de macadamage de la route de l'hô-  
pital militaire anglais à Ras-el-Tina.

Le cautionnement est fixé à L.E. 30.  
Le cahier des charges est déposé au Bureau  
de la Voirie où il peut être consulté par les  
intéressés tous les jours de 9 h. à midi, les jours  
fériés exceptés.

Les offres devront être adressées sous pli  
cacheté à Monsieur l'Administrateur de la Mu-  
nicipalité avant le 11 courant.

Elles pourront également être déposées en  
séance de la Délégation le même jour à 5 h. p.m.  
L'enveloppe devra en outre porter la mention  
"Commission pour macadamage de la  
route de l'hôpital anglais".

Le cautionnement, ou le reçu d'une banque,  
d'après les conditions du cahier des charges,  
devra être remis séparément au Service de la  
Comptabilité Générale avant l'ouverture des  
offres et au plus tard le 11 courant à midi.

Toutte offre qui ne remplit pas les conditions  
ci-dessus sera écartée.

L'Administrateur  
(Signé) W. P. CHATAWAY  
Alexandrie, le 4 Avril 1905. 25715-3-1

Alexandria Water Company Limited.

## AVIS

Messieurs les porteurs des titres de £20 qui  
n'ont pas encore été convertis en actions de £5,  
sont rappelés que ces titres doivent être  
déposés à l'Anglo-Egyptian Bank Ltd. à Ale-  
xandrie, ou chez Messieurs Barclay & Company  
Ltd., 1, Pall Mall East, à Londres, comme dé-  
posé des titres, afin d'y timbrer les  
nouveaux numéros et d'obtenir ces titres en  
nouvelle feuille de Coupons.

Ces actionnaires sont priés de vouloir bien  
présenter sans délai ces titres de £20, ou que  
les anciens Coupons ne sont plus valables.

J. S. COCHRAN,  
Administrateur-Directeur.  
Alexandrie, le 7 Avril 1905 25726-1-1

16<sup>TH</sup> ROYAL HUNGARIAN LOTTERY.

Specially authorised by article 7 of the Act of  
the 1st May, 1897, and approved by decree of H.R.M.  
Francis Joseph I, Emperor of Austria, King of  
Hungary, etc.

## BANK "EL NASSIB"

R. KRONFELD, General Representative for Egypt.

12, Rue Tewfik, Alexandria.

The payment of all the gains in the Royal Hungarian Lottery is guaranteed by the Hungarian Government.

One department of the Hungarian Ministry of Finance is commissioned to superintend the management of this Lottery.

The drawing of the 1st class is irrevocably fixed for the  
25th and 26th May, 1905,

at Budapest in the palace of the General Direction of the 'Royal Hungarian Lottery'. The public is requested to send in all orders not later than the

30th APRIL, 1905,

enclosing at the same time the amount for tickets ordered.

There are 110,000 tickets, of which the half,

55,000 must win.

With one single ticket, one may gain 1,000,000 crowns that is P.T. 4,050,000.  
The amount to be paid to the participants in this 16th Royal Hungarian Lottery is:

Crowns 14,495,000  
or P.T. 60,727,800.

## PRICES OF TICKETS.

FOR THE 1st CLASS.			FOR ALL 6 CLASSES.		
$\frac{1}{2}$ Ticket. ... .. P.T. 64	$\frac{1}{2}$ Ticket. ... .. P.T. 254	$\frac{1}{2}$ Ticket. ... .. P.T. 84	$\frac{1}{2}$ Ticket. ... .. P.T. 836		
$\frac{1}{4}$ " " " " " " " " 18	Whole " " " " " " 504	$\frac{1}{4}$ " " " " " " " " 168	Whole " " " " " " 672		



**HOTEL DU NIL**  
CAIRO

FOR  
RECHERCHÉ LUNCHEONS.

AFTERNOON TEAS  
(in the Gardens).

NOTED FOR THE BEST CUISINE.

MODERATE CHARGES  
AND  
FINE OLD WINES.

# One Egyptian Gazette.

## VADE MECUM FOR THE HOMEWARD BOUND.

FRIDAY, APRIL 7, 1905.

**HOTEL DU NIL**  
CAIRO

(Entrance in the Khalig).

INEXPENSIVE.

ELECTRIC LIGHT.

MODERN SANITATION.

CHARMING GARDENS.

COOK'S COUPONS ACCEPTED.

### TO OUR VISITORS.

The Egyptian Gazette has much pleasure in presenting to its subscribers the accompanying description of some of the many interesting routes by which they may travel homewards. Great care has been taken to arrange them as accurately and concisely as possible, and it will be found that none of them are fraught with difficulty. In choosing the route home there are several things to be considered. To begin with there is the difference in climate between Egypt and the various points at which you may arrive in Europe. This depends partly upon the month in which you leave Egypt, for Cairo in January may be a little warmer than the Riviera, and possibly not so warm as Sicily, but in March it will be warmer than Rome, and more uniformly warm than many other places in Europe. Many people leave Egypt far too early in the year, for as a rule the weather in April and May is perfect. The warmest places to go to on leaving Egypt are Sicily and Southern Spain. Venice and the district (although they have many attractions) are not uniformly warm until much later. Florence is very beautiful and full of interest, but sometimes there are cold winds in the early spring.

Some will want to take into consideration the number of days to be spent at sea, and we therefore subjoin a list showing the time occupied on each of the various routes between Egypt and the Continent of Europe. They are as follows:—

The long sea routes—from Port Said or Alexandria to Plymouth, Southampton, London or Liverpool—occupy about 14 days. The shorter ones are as follows:—

Port Said or Alexandria to Brindisi	3 days
Alexandria to Messina	3 "
Port Said or Alexandria to Marseilles	5 "
Alexandria to Venice and Trieste	4 "
Alexandria to Naples	3½ "
Port Said to Genoa	5 "
Port Said to Naples	4 "
Alexandria to Constantinople	4 "
Alexandria to Piræus	2 "
Port Said to Gibraltar	7 "

The steamers of the North German Lloyd, P. & O., Orient and Messageries Maritimes are the largest. The Anchor, British India, and Libby Lines are also excellent, and their steamers are largely patronised by travellers to Egypt.

As regards the train journeys from Cairo, the shortest is that to Alexandria, without change (½ hours). That to Port Said, can now be made without change in ½ hours.

The least expensive way to England is by the Moss, Papanian, Prince, and Westcott line of steamers from Alexandria to Liverpool. The German Levant line has also good steamers (3) from Alexandria to Hamburg. The most expensive but quickest through Continental routes are by P. & O. Brindisi express from Port Said, and the Austrian Lloyd Trieste-Vienna express from Alexandria.

As regards heavy luggage, it must be borne in mind that very little luggage is allowed free on the railways of Europe, but there are several good and responsible forwarding agents in Egypt who undertake at a fixed charge to deliver packages to any address in Europe.

The quickest manner of getting to Europe from Port Said is undoubtedly by the fast Mail steamers "Osiris" and "Isis" to Brindisi. One of these leaves Port Said every week, as soon as possible after receiving the Indian mails from the great liner arrived from Bombay. These small but comfortable ships have enormously powerful engines, and attain a very high rate of speed. They are called the "Ferry boats," having been specially built to carry the British mail from Port Said to Brindisi. If you are going straight through to England you will find the train waiting at Brindisi which will take you to Calais without changing. It has complete arrangements for sleeping and eating on board, and you should arrive in London on the fifth day from leaving Port Said.

### SOUTHERN ITALY.

The express goes north via Ancona, on the East coast, so that if you elect to go to Naples and Rome you may possibly have to wait at Brindisi some time for your train. At Brindisi there is nothing to see except the place which is supposed to have been the termination of the Appian way from Rome.

From Brindisi to Naples is a journey of 11 hours, but it can be broken at Taranto, two hours run from Brindisi.

Tarentum, founded in the 8th century B.C. by Spartans, was the first city of Great Greece. It has had a varied and exciting history, and remains of fine buildings—temple, theatre, circus and aqueduct—tell of its importance. Its situation is most picturesque. The bay is the only secure port on the gulf, the entrance being so narrow that it is spanned by a bridge of seven arches.

Salerno lies on the coast, and is one of the most beautiful places in Southern Italy. On a height 905 feet above the sea stand the ruins of its Norman castle, giving a most imposing appearance to the place. The cathedral contains some very fine marble, and an 11th century Byzantine bronze door. Salerno was at one time a seat of learning, its medical school being famous; the university was closed in 1817. You must visit Pastum's wonderful Greek temples, which are second only to those at Athens. The travertine walls, the gates, the Temples of Neptune and Ceres, and the Basilica are of surpassing interest and the place is a happy hunting ground for the sketcher.

Naples is reached in an hour and a half. Thence you must proceed to Rome, whence you may go by Florence and Bologna to Milan and the Italian Lakes; then by the St. Gothard line to Lucerne, Basle and Calais. Or you may go by the coast, by Civita Vecchia and Pisa to Genoa and home by Turin and the Mont Cenis route.

### HOTELS.

#### CAEN.

##### HOTEL D'ANGLETERRE.

First Class Hotel, best in the Town.

L. MANCEL, Proprietor.

#### SYRACUSE.

GRAND HOTEL,  
Piazza Mazzini Syracuse (Sicily).  
First Hotel in the Town.

#### BAD-WILDUNGEN.

PARK HOTEL.  
New First Class Hotel with every modern comfort. Highest and finest position opposite the Springs and Kurpark, and close to the Woods, the Kurhaus and Bäder. Lift. Private suites with bathroom attached.  
H. HORN, Proprietor.

#### TAORMINA-SICILY.

GRAND HOTEL INTERNATIONAL.  
MAGNIFICENT PANORAMA OF ETNA.  
First Class Newly Opened. Central Heating. Electric Light. Baths. French Cuisine.  
Perfect Sanitary Arrangements.  
D. V. BOTTARI, Proprietor.

GRAND HOTEL SAN DOMENICO.  
FIRST-CLASS ENGLISH FAMILY HOTEL, with Garden, Terrace, Lawn Tennis, Winter Garden. 125 Beds. Heating. Ancient historical convent, situated in the finest and most select part of Taormina. Views of Etna and the Ionian Sea. French Cooking. Most comfortable Pension. House warmed.  
LUIS VODARI, Director.

HOTEL METROPOLE.  
First-Class House. Beautiful Position. German Management. Same Proprietor Hotel Grande Bretagne, Catania.

#### FRANKFURT-A.-M.

GRAND HOTEL CONTINENTAL.  
(Opposite the Central Railway Station).  
First-class Family Hotel. Greatest Comfort. Moderate Prices. Tariff in every Room.  
Telegram Address: Continental-Hotel-Frankfurtmain.  
R. GERSTENBRAND, Proprietor.

#### MALTA.

HOTEL ROYAL.  
FIRST-CLASS HOTEL in the Centre of the Town and near the Governor's Palace.  
Mr. CENI, Proprietor & Manager.

#### PALERMO.

HOTEL TRINACRIA.  
First Class. Lift. Splendid view over the Sea.  
BENEDETTO RAGUSA, Proprietor.

#### MUNICH.

HOTEL BAYERISCHER HOF (BAVARIAN HOTEL).  
Very First-Class House. Finest and most quiet situation on Promenadeplatz. Favourite residence of English and American. Enlarged and renewed in 1902. Private Apartments with Bath and Dressing Room added. Beautiful Winter Garden. American Bar. Every modern comfort. 1st of October to 1st of June moderate Pension arrangements.

GRAND HOTEL LEINFELDER.  
First-class Hotel. Electric Light. Passenger Lift. Central Heating. Highest comfort, finest, healthiest, and most quiet situation, opposite the Botanical Garden, Crystal Palace, and new Palace of Justice. 80 front rooms, and 60 rooms facing garden. Winter Garden. Baths on every floor. Omnibus, Carriage. Moderate prices.  
J. SCHWAB, Senior.

#### NAPLES.

"SAVOY HOTEL, ROSSANIGO."  
FIRST CLASS. EVERY MODERN COMFORT.

GRAND HOTEL.  
Unrivalled position. First class. Private Bathrooms. Steam Heating throughout. Newest Sanitary arrangements.  
HAUSER & DORFFNER, Proprietors.

GD. HOTEL, SANTA LUCIA.  
Most modern, first-class Hotel. Splendid view of the Bay and Vesuvius. Full South. Apartments with Private Bathroom. Post and telegraph office. Heating. Electric Light. Lift. Omnibus.  
PIETRO CAMPIONE & Co., Proprietors.

GRAND HOTEL DU VESUVE.  
First-class establishment in the healthiest and finest position. Latest comfort, bedrooms and suites with private bathrooms and toilettes. Central steam heating.  
O. & G. FIORENTINO, Proprietors.

#### FLORENCE.

BERTOLINI'S  
"HOTEL BRISTOL."  
First-Class Family Hotel. LUINO-ARNO.

GRAND HOTEL SIMPLON-TERMINUS  
First-class House. With large Park and Garden on the shore of the Lake. Electric Light in every room. Luino, being a centre of railway communication, is the most favourite place for a long stay. This place is also recommended for its magnificent shaded Promenades on the shore of the lake, in the forest, and on the mountain, with splendid points of view.  
HENRI OTTOLINI, Proprietor.

#### MILAN.

HOTEL MILAN.  
First-class and up-to-date. Every modern comfort. Omnibus meets all trains.  
J. SPATZ, Proprietor.

#### ALGIERS.

HOTEL KIRSCH  
MUSTAFA-SUPERIOR.  
Well known select Hotel, with every modern comfort. Splendid view over the Bay and the Djurdjura Mountains. Large Garden and Terraces.  
Proprietor: J. KIRSCH.

In Summer: BAD-NAHEIM, HOTEL PRINCE OF WALES.

### PALERMO-SICILY.

#### VILLA IGIEA.

A. PACHLER, Manager.

#### GRAND HOTEL.

### ROUTE I.

#### SICILY.

The direct route to Sicily is by the Florio Rubattino Co.'s steamers which leave Alexandria weekly for MESSINA.

From Messina the railway runs along the north coast of Sicily to Palermo and down the east coast to Syracuse via Taormina and Catania. TAORMINA is one of the most charming and popular places on the island. Giardini is the station at which to alight, and the drive up to Taormina is most delightful, occupying about one hour. The road goes winding up the hill in zig-zag fashion, and charming views—more beautiful the higher one gets—are unfolded to view. In and around the town is much to interest the visitor. The theatre is of Greek origin, but restored under the Romans. Catania is the starting place for the ascent of Etna, beyond that there is little of interest to the visitor. The Greek, Roman, and Saracenic remains that are found all over the island, are an endless source of pleasure. The finest are at Syracuse and Girgenti on the south-west coast, and both places are well worth visiting. SYRACUSE has an interesting history, having been a Greek city, which was besieged by Demosthenes in B.C. 413, and taken by the Romans in B.C. 212, when Archimedes was slain—his tomb is to be seen. The cathedral was once an ancient pagan temple. There is a fine theatre, also an amphitheatre and a temple to Diana, and the ruins of the great temple dedicated to the Olympian Jove. Girgenti stands on a hill 900 feet high and commands a magnificent view. The ancient ruins of Agrigento are most interesting—of the temple to Juno there are still many columns standing. There are also the remains of temples to Castor and Pollux, Theron, and the enormous pillars of the temple to Jupiter Olympus. PALERMO, with about 300,000 inhabitants, is the capital of the Island, and enjoys a delightful climate. Much of interest is to be found in this fine city. The Palazzo Reale of Saracenic origin and close to it the church of S. Giovanni degli Eremiti with its picturesque cloisters. The Cathedral, Museum, Botanic Gardens, Villa Giulia and the Royal Park are also worth a visit. Excursions from Palermo should be made to Monreale to see the beautiful cloisters, and to Solunto, Cefalù, not forgetting also the Temples of Segesta and Selinunte. With its lovely scenery and delightful climate, its antiquities and beautiful vegetation, Sicily is certainly the most attractive island in the Mediterranean.

### CENTRAL ITALY.

NAPLES is reached in 10 hours from Palermo by the Florio Rubattino Co.'s steamers, which leave daily. One cannot approach Naples or leave it without wishing to explore some of its islands, besides the lovely places on its bay—Castellamare and Sorrento. The small steamer that takes you to Sorrento [or you can drive] will take you on to Capri. This rocky little island is full of beautiful sea caves and grottoes, the exploring of which on a fine day, in a small boat, is a most fascinating occupation. The colour of the water is a perpetual joy, and the caves seem to be a veritable trap for sunshine. Of flowers and ferns there are plenty. Ischia and Procida can be visited in another little three or four days' trip from Naples. The steamers start from Amalfatella. The views of the coast, of Posilipo, Pozzuoli and Capo Miseno, are very fine. The little volcanic island of Procida is chiefly inhabited by sailors. The island of Ischia comes next, a charming resort, with mineral waters. The little harbour of Ischia, protected by its castle on a promontory, is a volcanic crater. Casamicciola is the place at which you will stay, and from which you will make the ascent of Mount Epomeus for a glorious view.

From Naples to Rome is a train journey of but a few hours. All who can will devote at least one week to visiting the many historical and interesting portions of the Eternal City, whose charms and beauties are too well-known to need comment here. But a list of the principal attractions may not be out of place:—St. Peter's, The Vatican, Capitol and National Museums, Gallery of Modern Art, Villa Borghese, Doria, Colonna, and Lateran Palaces, Castle of St. Angelo, and the Pagan Antiquities, consisting of the Colosseum, Roman Forum, etc.

Leaving the Eternal City with much regret, a railway journey of five hours brings you to FLORENCE, where another week can well be spent admiring the City of Flowers and its surrounding country. In Florence itself the churches and galleries are of absorbing interest, whilst the local promenades and excursions should not be omitted. The Cascine is the most attractive and fashionable promenade in Florence, whilst the Viale dei Colli, one of the finest walks in Europe, opened 35 years ago, goes winding up through the hills a distance of four miles. The most delightful excursion outside Florence is that to Vallombrosa, with its Monastery 3,300 feet above the sea level. This is made first by ordinary train from Florence to St. Elero, thence by cog-wheel railway to Saltino. The ascent through groves of oaks takes about an hour, and most striking panoramas are unfolded to view.

The run down to Pisa from Florence can be made two ways; either by Pistonia and Lucca or by Empoli. Lucca is one of the old fortified towns of Italy, with an imposing wall built round it, and massive gates leading into the town. Here is also the fine old Cathedral of St. Martino. In Pisa there is a fine Cathedral and the Leaning Tower. A stay of at least one night should if possible be made, in order to enjoy the view from the Campanile at sunset. From Pisa there are good trains to Leghorn, where you can take boat to Genoa and thence to the Riviera or Milan and The Lakes.

### HOTELS.

#### SYRACUSE.

##### GRAND HOTEL VILLA POLITI.

FIRST-CLASS HOUSE.

Proprietor, MADAME POLITI.

#### PALERMO.

HOTEL DE FRANCE.  
FIRST CLASS.

Only Hotel in Palermo with Central Heating Apparatus throughout.  
Electric Light. Lift. Winter Garden.  
100 Rooms, nearly all sunny. Best and healthiest situation.  
P. WEINER, Proprietor and Manager.

#### CATANIA (Sicily), Italy.

GRAND HOTEL BRISTOL  
CATANIA.  
First-class House. Pull south, fine view of Mount Etna. Warmest climate in Sicily.  
Swiss Management.

#### VENICE.

GRAND HOTEL.  
FIRST CLASS.

Every Modern Comfort.

Large Terrace on the Grand Canal.

#### SALSOMAGGIORE (Italy).

GRAND HOTEL DES THERMES  
Highest order, immediately opposite the bath entrance, in the best and highest part of the village. Built according to the most recent ideas and principles. Modern comfort. 240 Bedrooms. Salons, Dining Room, Restaurant, Reading, Music, Billiard Rooms. Electric Light. Lifts. Baths and Douches. Steam Heating. Large and shady garden. Latest sanitary arrangements. On every floor there are special Baths of Murated Iodo-uronic Waters. Moderate charges. For prolonged stay, Pension rates.  
RITZ & FEFEEER, Proprietors, of the Grand Hotel National, Lucerne; Carlton Hotel, London; Ritz Hotel, Paris.

### HOTEL MILAN.

Old-established, First-class Hotel. Re-built and newly furnished. Close to Baths and Thermal Springs. Omnibus meets all trains.

RICCOIRDO FERRARIO, Proprietor.

HOTEL CENTRAL BAGNI.  
The most recently built Hotel in Salsomaggiore, and on which no expense has been spared to render it completely up to date as regards hygiene and comfort. The Hotel is directly connected with the New Bathing Establishment by a covered passage. Charges Moderate. Steam Heating.  
For prospectus and particulars apply to the Manager.  
Telegraphic Address: CENTRAL, SALSOMAGGIORE.

#### SORRENTO.

HOTEL TRAMONTANO.  
Hotels Tramontano and Tasso, and Hotel-Pension Syrene. These excellent Hotels, which are situated in the best part of what is worthily named the "Beauty Spot of Italy" are the annual resort of the most distinguished English and American families. The principal centre for excursions. Electric light throughout. Tennis. English church.  
Mr. G. TRAMONTANO, Proprietor and Manager.

BAVENO (Lac Maggiore) Italy on the Simplon Road.  
HOTEL BEAU RIVAGE.  
Comfortable English Hotel, situated opposite the "Borromean Islands," commanding a splendid view over the Lake and fine Bay. Every modern comfort. Electric Light, Baths, and perfect English Sanitary arrangements. Moderate charges.  
E. DE MARTINI, Proprietor.

#### FLORENCE.

GRAND HOTEL DE LA VILLE.  
LATELY ENLARGED AND NEWLY INSTALLED.  
Full South on the Lung'Arno. Electric Light and Central Heating. On every floor, rooms and apartments with Bath Room. Table d'hôte on separate tables. Restaurant. Winter Garden. Tea Room.  
C. AUFRÈRE, Proprietor.

THE GRAND HOTEL.  
UNRIVALLED POSITION.  
Suites and Rooms with Private Bath and Toilets.  
STRICTLY FIRST CLASS.

Gobbo's Florence-Washington Hotel  
First-class Family Hotel, situated full south, on the best part of the Lung' Arno.  
House lately renovated.  
Every English Comfort. Latest Improved Sanitary Arrangements. Lift. Electric Light throughout.  
C. Gobbo, Proprietor.

#### PISA.

GRAND HOTEL et HOTEL DE LONDRES.  
UNDER THE PATRONAGE OF THE ENGLISH ROYAL FAMILY. Entirely re-modelled and re-organized. Perfect quiet and finest climate. Splendid Gardens. Baths. Electric Light in every Room. Special arrangements during Winter. The Grand Hotel and the Hotel de Londres are now united and under the same management.  
W. GARDNER, Proprietor.

#### ROME.

GRAND HOTEL DU QUIRINAL.  
Highly reputed and fashionable First-class Hotel, situated on the Via Nazionale (the finest street of Rome), in the highest and healthiest quarter of the Eternal City. Beautiful Garden, full south. Magnificent new hall, Restaurant, French. Apartments with private bath and toilettes. Steam heating throughout.  
350 beds.

Branch Houses:  
Hotel Méditerranée, Pegli. Palace Hotel Milan. The Grand Hotel, Lugano. The Hotels at Burgensstock, near Lucerne. Hotel Stanserhorn, near Lucerne. Palace Hotel in Lucerne, to opened in 1906. Hotel Rialto, Bâle.

ALASSIO (Western Riviera).  
A QUIET AND LOVELY WINTER RESORT.

THE GRAND HOTEL, ALASSIO.  
Absolutely First-class Modern Hotel, in the finest situation, sea view, full South.  
CONSIDERABLY ENLARGED AND RESTORED.  
Electric Light. Electric Lift. Stiller's System heating by Hot Water Stoves. Suites with private Bath and Toilette. Perfect Sanitation. Extensive Garden. Auto Garage. Omnibus meets all trains. Moderate terms.  
A. MARSON, Proprietor.  
(For many years at the Grand Venice.)

THE SALISBURY HOTEL.  
This High-class comfortable Hotel has been enlarged since 1898. Finest position in Allassio. South aspect (300 feet above sea). Extensive grounds. Excellent water and sanitary arrangements. Electric Light throughout. Smoking room. Quiet. Comfortable. Good Cuisine. No charge for attendance or lighting. Private Carriage meets all the best trains.  
Proprietors and Managers: Mr. and Mrs. JOHN CONNOR.  
Miss LEMLEY.

VAL D'OLIVO.  
New First-class Residential Hotel, specially adapted for English Families. Beautifully situated on hill side. Sunny, sheltered terrace and garden. Every English comfort. Electric Light in every room. Well warmed. English Management. Moderate terms. Open October to June.

LAKE OF LUERNE.  
Palace & Grand Hotels, Axen-Fels.

Best Spring resort. 2,200 ft. above the sea. Every comfort. World-wide reputation. P. SCHNACK, Proprietor.

The leading Hotel for English and American families. Trains every fifteen minutes by Electric Railway from Brunnen to Axen-Fels. The Park having a house of nearly a mile on the lake, is one of the prettiest in Switzerland.

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### ROUTE II.

#### NORTHERN ITALY.

##### ITALIAN LAKES, ITALIAN & FRENCH RIVIERA.

GENOA (La Superba).—The most picturesque and interesting city in Italy, with the record of having one of the lowest death averages of European cities and a phenomenally equable temperature—warm in winter and deliciously cool breezes from the surrounding mountains and the Mediterranean in summer. The patriarchal home of Italy's most ancient nobility, whose palaces, gardens, and famous collections of statuary, frescoes, and paintings, are a constant delight to thousands of travellers who annually sojourn in Genoa. Then there are the superbly decorated medieval churches containing exquisite marble columns and historical paintings, and the incomparable Campo Santo filled with its wonderful tombs.

Genoa is the principal port on the Mediterranean, and the first commercial and shipping point of the Littoral, besides being the junction for the arrival and departure for all the principal cities of Europe, the Orient, and the United States, the Hamburg-American, and North-German-Lloyd steamers from New York, and the Continent of Europe en route to China and Japan, stop at Genoa. The trains-de-luxe, and regular express trains from Paris and other large Continental cities make connections at Genoa en route to the Italian & French Riviera, so that travellers to Rome, Naples, Allassio, San Remo, Nice, Mentone, Monte Carlo, etc., can arrange to spend a few days in Genoa at one of its fine modern hotels. Genoa is built on steep hills rising abruptly from the Mediterranean, and the gorgeous panoramic views afforded from almost any terrace, street or building, must be seen to be appreciated. Electric trams traverse every part, and tend to add the combination of the modern with all that is most ancient and interesting to the American tourist, who is doubly interested in seeing the birthplace of Christopher Columbus, the discoverer of America.

From Genoa to Milan is a matter of only three hours by rail.

MILAN is a good centre for Northern Italy before making the tour of the Lakes. The Cathedral is the principal attraction, with its beautiful windows illustrating the History of the Bible. The public gardens and the monumental cemetery are also worth a visit.

VENICE is a 5 hours journey by rail from Milan, and one of the most delightful places imaginable to pass a quiet stay. The total absence of vehicular traffic strikes one as very strange; no horse, cart, carriage or bicycle is to be seen, and yet there is the sound of life at every turn. The approach to Venice from the Adriatic is unlike that of any other seaport. The town seems to be gradually, like Aphrodite, born of the sea, no hills behind, no stretches of rock, but first the tops of Campaniles appear above the horizon, then slowly the whole glittering town rises like a fairy mirage out of the calm lagoon.

From Venice you can go to Bologna via Padua; and then to Ravenna, one of the most ancient towns in Italy. Between Bologna and Milan and only an hour-and-a-half from Milan is SALSOMAGGIORE, a renowned health resort on account of its thermal springs, change trains at Borg San-Donino, and in half-an-hour you are at Salsomaggiore.

TYROL, INNSBRUCK, one of the finest and prettiest towns in the German Austrian Mountains, is 600 metres above sea level, and has many interesting features, both ancient and modern. It is admirably suited for spring and summer residence, and is a good centre for excursions in the summer months. There are three good railway services, via Germany, Switzerland and Italy. Electric trams run constantly to many places of local interest. The Hotels are good, as also several Pensions, all being equipped with modern requirements. Full particulars and information can be obtained from any of Cook's offices.

Going northwards from Milan you make the tour of the beautiful Italian lakes.

COMO, the birthplace of the younger Pliny, is reached in one-and-a-quarter hours by train by way of Monza; also by tramway in two-and-a-half hours. The cathedral, entirely of marble, is one of the finest in N. Italy—1428-1526 A.D. Boats leave Como frequently for the other towns on the lake, which is very beautiful, and the scenery on either side going up the lake is most enchanting. CERNOBBIO is a charming spot; then come Tremezzo, Cadenabbia, and Menaggio with the prettily-situated town of Bellagio opposite. These four latter towns are in about the centre of the lake, and very close together, and the walk from Tremezzo along the shore of the lake to Menaggio is most enjoyable. A steam tram runs from Menaggio to Porlezza on Lake Lugano in three-quarters of an hour, then steamer to Lugano in two-and-three-quarters hours.

Lake Maggiore is 37 miles long and varies in width from one-and-a-half miles to three miles, and though the banks are not generally so mountainous as those of the Lake of Como, the scenery is pretty and there are many interesting spots at which to stay.

Pallanza, opposite the Borromean Isles, is well situated for a fine view over the Lake and the Alps. It is an interesting town and a good centre for making a tour round the Lake. Steamers are very frequent to all other towns up or down the Lake. Taking the steamer from Pallanza for Ströga, you call at Baveno, a pretty little spot where Queen Victoria stayed in 1879. Then you come to the most charming feature of this part of the Lake, the Borromean Islands. Isola Superiore is only a fishing hamlet, but Isola Bella is a picture. The castle was built in the 17th century and is worth visiting as well as the grounds. Stresa, the next stopping place by the steamer, is cooler and has a better air than places on the opposite side of the Lake, so that for the summer months it is a more preferable spot at which to stay.

### HOTELS.

#### GENOA.

##### BRISTOL HOTEL.

Proprietors: GALANTI & Co.

##### HOTEL CENTRAL.

Proprietors: KIRKMAN.

##### HOTEL CONTINENTAL DES ETRANGERS.

Proprietors: MELANO FRATELLI.

##### EDEN PALACE HOTEL.

Proprietor: CARLO BORGARELLO.

##### GRAND HOTEL DE GENES.

Proprietor: R. G. BONKRA.

##### GRAND HOTEL ISOTTA.

Proprietors: KIEVAST, SCHUCCANI & Cie.

##### HOTEL DE LONDRES.



